

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY Bulgaria

REPORT

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SUBJECT Port of Burgas

DATE DISTR. 23 May 1955

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REQUIREMENT

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This is UNEVALUATED Information

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. The following is the legend for the Port of Burgas as shown in Appendix A.:

1. Inner side of the eastern harbor wall; used as an anchorage for diesel vessels.
2. Northeast jetty; used for loading and unloading ships.
3. Undeveloped part of the north jetty; used by small passenger ships on local service lines.
4. Harbor works under construction; blocks placed here for the purpose of forming the inner side of the southwest harbor wall; other blocks placed on the eastern side of this construction are for the eventual continuation of the north jetty.
5. North jetty which contains the following:
  - a. Three warehouses;
  - b. Five 3-ton electric cranes; and
  - c. Unknown number of water taps, each tap capable of supplying 12 tons of water per hour.
6. Five approximately 500-ton troop ships.
7. Seven small ships believed to be patrol boats.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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2. The following warships were observed in the port:
  - a. Five troop ships flying the Bulgarian flag and each having one catapult on the prow, were located at Figure 6. on Appendix A. These ships were believed to be of Soviet make; and
  - b. Seven small ships flying the Bulgarian flag and believed to be patrol boats were located at Figure 7. on Appendix A. Each of these ships was gray and armed with two light antiaircraft guns at the prow, one light antiaircraft gun at the stern, and eight (8) depth charges placed in two rows on the deck.
3. The following merchant ships were observed in the harbor:
  - a. Four unidentified [ ] ships (see Figure 1 on Appendix A.);
  - b. An unidentified Turkish ship of approximately 400 tons (see Figure 2 on Appendix A.);
  - c. The Soviet freighter SURIKOV;
  - d. The [ ] freighter BURIKA, unloading phosphate; and
  - e. An unidentified [ ] freighter, unloading cottonseed at Figure 5 on Appendix A.
4. No dredgers were seen in the harbor. The following boats belonging to the port were observed anchored at Figure 4 on Appendix A.:
  - a. Two 60-70-ton wooden tugboats with diesel engines; the name of one was STALINO;
  - b. Four to five rowboats; and
  - c. The pilot's boat.
5. There are approximately 200 longshoremen employed at the port which is in operation night and day. The longshoremen are paid by the ton and their top wage is 19 leva per day. Women are employed to operate the cranes.
6. Upon arrival in Burgas, the various compartments of [ ] ship were searched and the wireless was sealed. All crew members were allowed to disembark for the first time from 0900 to 2400 hours.

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Early January 1955

7. The following is the legend for the Port of Burgas as shown in Appendix B.:
  1. Blocks were observed along the eastern harbor wall which are believed to be intended for widening the wall.
  2. The jetty at this point has not been extended at the southern end.
  3. This western section of the northern jetty is still undeveloped and used by diesel boats.

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4. A bucket-type dredger was in operation for the purpose of deepening the western side of the port.
5. Two single-story warehouses, each 40 meters long and five meters high; six cranes between the warehouses and the quay; the cranes are placed on a platform, one side of which is attached to the warehouses and the other to the quay; a railroad runs under the platform.
6. The Naval Base; a 3-story building.

8. Eight ML boats and six coastal vessels, each carrying one gun on the prow and one gun at the stern, were observed at the port.

9.  ship was inspected by a doctor, customs officials and the police. The crew was allowed to disembark between 0900 and 2400 hours.

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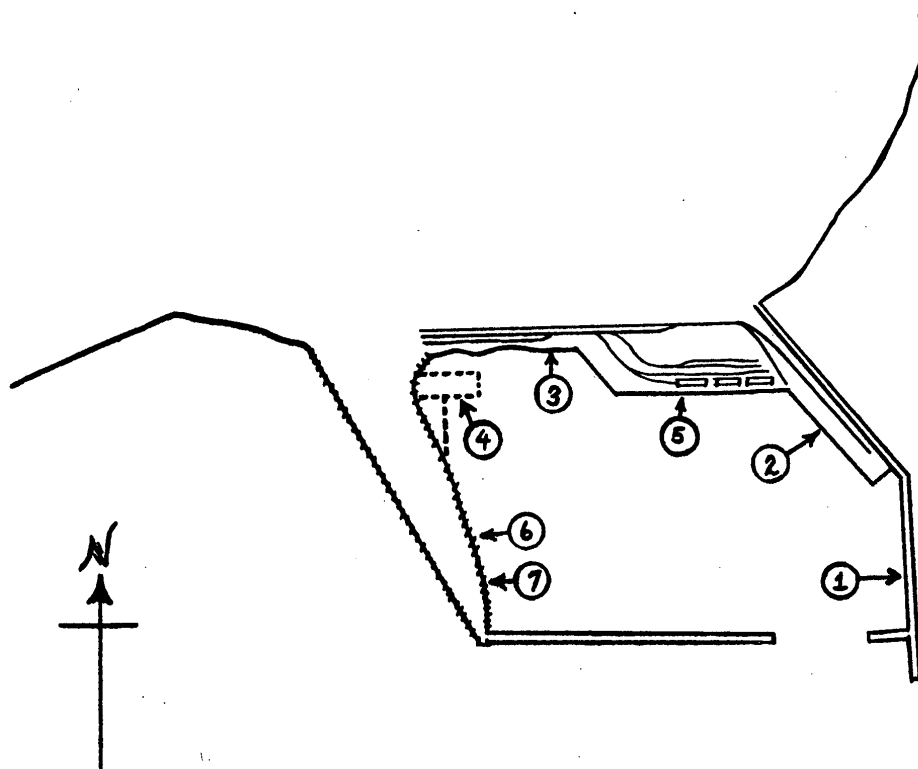
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APPENDIX "A"

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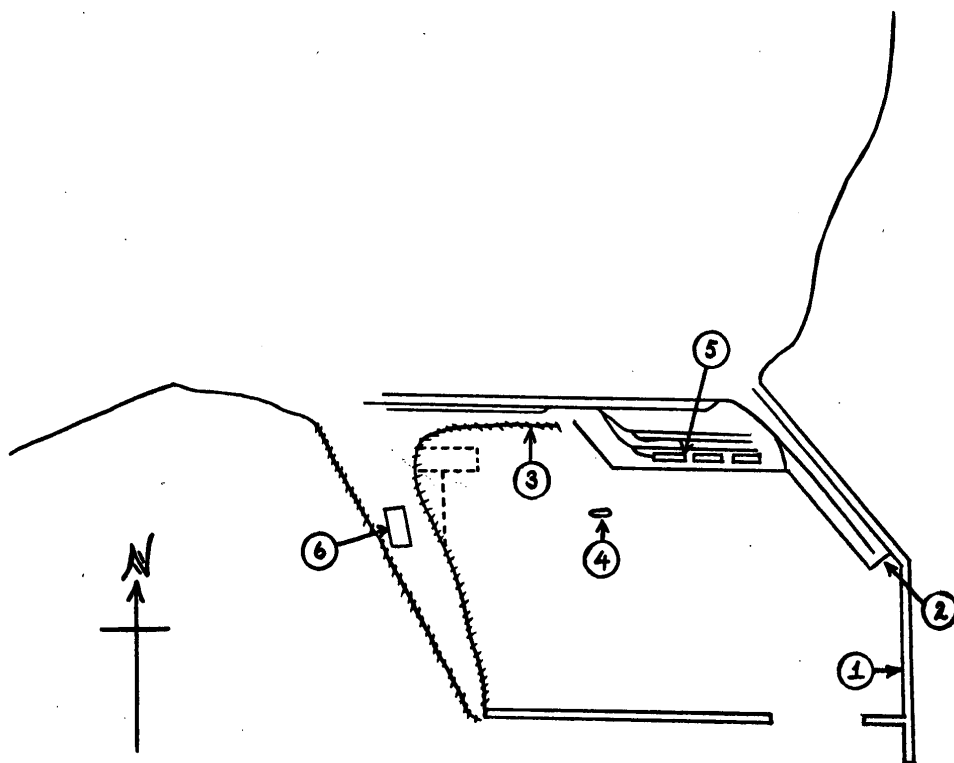
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APPENDIX "B"

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